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tions of Irish leaders that the book is of value to American readers who already know the general course of the agitation and its fluctuations, but who are ignorant of the inner motives of men and the suppressed courses of events. The author gives his own explanation of these things—an explanation that is argumentative and logical, but which is really the testimony of one who was at times an actor and at times a witness, but always a partisan. He was decidedly opposed to the policy and methods of Parnell, and is to-day equally opposed to the leadership of Redmond. Parnell in particular is depicted as a man of limited intellectual power and horizon. Isaac Butt was the great and sane leader of the party, and when that party forsook the principles of action prescribed by him, it entered upon a dangerous career. A great debasing influence in Irish politics was the contribution of money from America, and the introduction of American political methods of the Tammany stamp. Home Rule has become a mere shibboleth without a real constructive principle. Redmond's part in aiding the Liberal attack on the House of Lords has never received the support of the Irish people, and never has Ireland thought of a parliament of its own, save in terms of two houses.

These are a few of the assertions of Mr. O'Donnell, and indicate his non-content attitude with the present situation of Irish politics. He is an easy and attractive writer, a trifle discursive, but entertaining in matter and form. His two volumes contain rather a series of essays than a direct and orderly historical account. They at least furnish new and valuable evidence on Irish politics and on the relations of men during the period from 1870 to the present time.

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Wilcox, Delos F. *Municipal Franchises.* Pp. xix, 710. Price, \$5.00. Rochester: Gervaise Press, 1910.

If the city is the battleground of democracy there can be no more fruitful field of study than the conditions under which our municipal property is managed. The use of our streets involves our closest contact with our governments. Those who enjoy special privileges in our highways undertake duties at once private and public, and their relation to the people at large is an index of the mental vigor of our citizenship. Too often our college classes are confined to fine-spun theories. Teachers and pupils alike shrink from the technical terms of franchises. The publication of such books as this will at least do away with the lame excuse that the subject matter is unattainable or beyond the ability of college classes. Two volumes are contemplated. The discussions are straightforward.

Analyses are given of the modes of acquiring franchise rights, of the value of franchises and the means of restricting public utility monopolies under private operation. Limitations of space confine the discussion to the United States. After this preliminary material the classes of franchises are taken up in order. Descriptions of typical franchises in actual operation are

given. This first volume covers electric light, telegraph, electrical signals, electrical conduits, water supply, sewerage, central heating, refrigeration, pneumatic tubes, oil pipelines and gas supply. This is a book excellent at every point. It is theory and experience combined. Every man who would know American city services from their physical side should have it .

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